

(ESTABLISHED 1881.)

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Intimations.

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(MITSUI & Co.)

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S. MINAMI, Manager, HOKOKAI.

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THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely last and perfectly harmless, and produce no itching or pain. I am, by any other, as their composition is on the skin as well as on the face. H. R. H. The Duke of York, and H. R. H. The Empress, both honoured me with their patronage; besides many other persons of High Rank. Prices Moderate and satisfactory on guarantee as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1902

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NIKKO CO. GREEN ISLAND CEMENT COMPANY
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 WHOLESALE AND RETAIL DEALERS, PORTLAND CEMENT
 in all kinds of

NIKKO CO.

GREEN ISLAND CEMENT COMPANY
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WHOLESALE AND RETAIL DEALERS,
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**JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.**

PORTLAND CEMENT.
In Casks of 375 lbs. net **\$4.75** per Cask
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At Moderate Prices.
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No. 5, ARSENAL STREET,
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Hongkong, 28th April, 1906.

In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
[510 Hongkong, 30th September, 1905. (t

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Night.

Hongkong, 15th March, 1966

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56

For Terms, &c., apply to the
MANAGER.

VICTORIA HOTEL, MACAO HOTEL.

SHAMEEN, CANTON, MACAO, CHINA,
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BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

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EXCELLENT CUISINE.

MODERATE PRICES. LARGE AND LOFTY ROOMS,
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ELGIN ROAD, KOWLOON.
Hongkong, 10th May, 1904. [28] For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905.

KING EDWARD HOTEL **CARLTON HOUSE**

HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.

ELEGANTLY FURNISHED ROOMS.

(if required).
ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE, at separate tables.
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Hongkong, 4th December, 1905. [30] Hongkong, 7th May, 1906. [519]

1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 26

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 10 A.M., and a second departure about 8 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,585 tons, Captain J. Willox.
 "NANNING," 599 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kanchuk, Kait-Kong, Samshui, Howik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

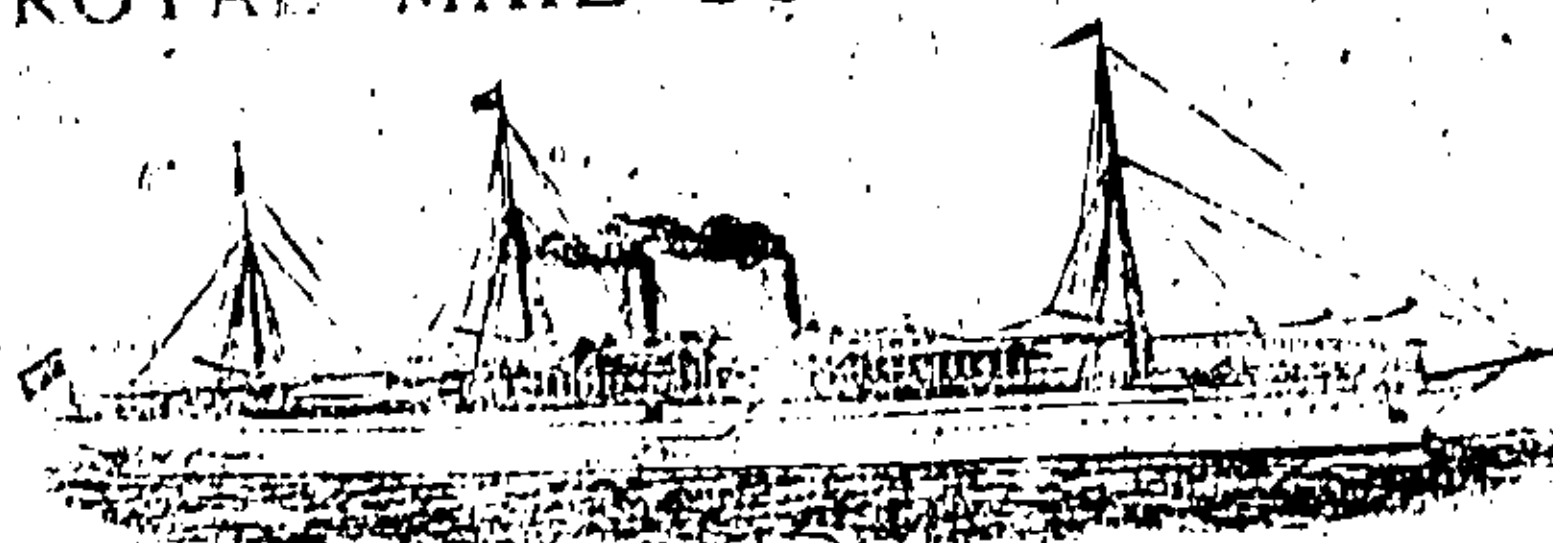
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th July, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL-MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED-SAILINGS.		(Subject to Alteration).	
M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
AGLE "	5,500	WEDNESDAY, July 18	August 11
S OF CHINA "	6,000	WEDNESDAY, August 1	August 22
	4,425	WEDNESDAY, August 8	September 1
S OF INDIA "	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, \$14.00, 2nd Class, \$10.00, 3rd Class, \$7.00.
 Hongkong to London, Intermediate or "Athensian" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. [13]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., at Week Days.
 FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
 SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each/trip.

All Meals can be supplied on Board at \$1 each Meal.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers—
 Tons Captain

"KWONG CHOW" 1,309, T. R. MEAD
 "KWONG TUNG" 1,338, R. RAMSEY.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
 Passage Fare—Single Journey \$4.
 Meals \$1 each.

ALSO.
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.
 FARES:—1st Class single \$1 with cabin \$2.00, return \$3.00.
 2nd Class single \$0.80, return \$1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 22nd July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 18th July.
RAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

WEDNESDAY, the 18th day of July, 1906, at Noon, the Steamship SEYDLITZ, Captain Dewers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 16th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.00 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Cargoes can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	43.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,765	TUESDAY, 21st August.
PRINZ WILHELM	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lens, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$14.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$31.00	\$21.00	\$15.00
TO MELBOURNE	\$34.00	\$24.00	\$16.00
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$55.00	\$35.00	\$25.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer \$97.0.0
 TO EUROPE VIA AUSTRALIA AND AMERICA 96.0.0
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ EITEL FRIEDRICH, WEDNESDAY, 1st August.
 YOKOHAMA & KOBE WILLEHAD, WEDNESDAY, 1st August.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:
 1st Class
 TO LONDON VIA PLYMOUTH OR SOUTHAMPTON \$62.0.0
 TO BREMEN 63.10.0
 TO PARIS VIA CHERBOURG 65.0.0
 TO NAPLES, GENOA VIA GIBRALTAR 65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hankow, 12th July, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available, for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scollis, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 20 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905.

[33]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repair. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected in or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 10th July, 1906.

[15]

Intimations.

**WM. POWELL,
LTD.,**
ALEXANDRA
BUILDINGS,

Des Vaux Road.

**DAINTY
MUSLINS,
LAWNS,
and
ZEPHYRS.**

also
**HOLLANDS
MATS
and
LINENS**

for
**SUMMER
GOWNS.**

**FIRST-CLASS
DRESSMAKING.**

Our charges for
**MAKING
WASHING
DRESSES**
are
VERY MODERATE.

Wm. POWELL, Ltd.,
High Class
Costumiers, Milliners, and
Furnishers,
Alexandra Buildings,
HONGKONG.

Hongkong, 6th July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'ARVILLAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) 'LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [539]
THE TRADE MARKS ORDINANCE,
1898.

NOTICE is hereby given that COPE BROS
& CO., LIMITED, of 10, Lord Nelson
Street, Liverpool, England, Tobacco Manu-
facturers, have on the Third day of April, 1906,
applied for the Registration, in Hongkong, in
the Register of Trade Marks, of the following
Trade Mark:—

A rectangular label having a border of
ornamental design. In the upper part of
the label are the distinctive words "Lucky
Cut." In the middle of the label is the
representation of a Horse Shoe with a
Horse's Head in the interior space. On
either side of this device are wavy orna-
mental lines and underneath is a band
followed by the name and address
"Cope Bros. & Co., Limited, Liverpool
and London."

In the name of COPE BROS. & CO.,
(LIMITED), who claim to be the sole pro-
prietors thereof.

The Trade Mark has been used by the
applicants in respect of the following goods:—
TOBACCO, IN CLASS 45.

A facsimile of the said Trade Mark can be
seen at the Office of the Colonial Secretary of
Hongkong.

Dated the 11th day of May, 1906.
DENNIS & HOWLEY,
Solicitors for the Applicants. [556]

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance,
1903, as now carried out is satisfactory,
and, if not, what improvements can be
made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid to
the undersigned.

Any person examined as a witness in the
enquiry aforesaid who to the opinion of the
Commissioner makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,

Secretary. [709]

Hongkong, 6th July, 1906.

NOTICE.

WE hereby beg to notify our Customers
that WE CANNOT ACCEPT MORE
THAN TWO DOLLARS in Subsidiary
Coins in payment of your accounts AND OUR
SHROFFS HAVE BEEN INSTRUCTED TO
ADHERE STRICTLY TO THIS
RULE.

A. S. WATSON & CO., LD.

Hongkong, 3rd July, 1906. [697]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKERELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS IN SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY IN OIL (Bouillers).
" ALSO
PASCAL'S ASSORTED SWEETS AND TOPPERS.

Hongkong, 12th May, 1906. [61]

Auction.

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON

THURSDAY,

the 19th July, 1906, at 3 o'clock in the afternoon,
at their Sales Rooms, No. 28 Des Vaux Road
Central, (corner of Ice House Street),

THE FOLLOWING

VERY VALUABLE RECLAMATION
PROPERTY,

situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL OF GROUND
situate at Victoria aforesaid and registered in
the Land Office as SECTION A OF THE
SOUTHERN PORTION OF THE PRAYA RE-
CLAMATION TO MARINE LOT No. 57.

The Property is held under the usual Re-
clamation Agreement at an Annual Crown Rent
of not exceeding \$200.00. The Property con-
tains an area of 11,000 square feet or there-
abouts.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees.

Messrs. HUGHES & HOUGH,
The Auctioneers. [688]

Hongkong, 28th June, 1906.

PUBLIC AUCTION.

THE Undersigned will sell by Public

Auction,

ON

TUESDAY,

the 24th July, at 12 o'clock Noon,
The "Hulk" "MEEARIE," late "SCREW," 3rd
Rate, 3,842 tons.

(Lately used by War Department as a
Hospital Ship).

CONDITIONS OF SALE.
The Hulk will be sold as she now lies in
Hongkong Harbour with all Fittings, etc., and
about 150 tons of IRON BALLAST on Board,
with the exception of the following which will
not be sold, viz:—

CHAIN CABLES.
Cables will be removed by the NAVAL YARD
when a date for the removal of the vessel has
been arranged by purchaser with the NAVAL
YARD.

The vessel will be open to Inspection for
Seven Days before date of Sale, between 10
A.M. and Noon, and 2 P.M. and 4 P.M. (SATUR-
DAY and SUNDAY excepted).

Inspection Orders can be obtained from the
Auctioneers.

The Sale will take place on Board. A Steam
Launch to convey intending purchasers will
leave Blake Pier at 11 A.M., 11.30 A.M. and
11.45 A.M. on day of sale.

TERMS.—Cash before delivery; 25 per cent.
of the purchase money to be paid on the fall
of the Hammer, balance and the clearance to be
effected within Seven Days after date of sale.

HUGHES & HOUGH,
Auctioneers to the Government. [712]

Hongkong, 11th July, 1906.

To Let.

TO LET.

NO. 4, LYEEMOON VILLAS, KOW-
LOON. A Five-roomed House with
joint use of Tennis Court.

Apply to—

C/o This Paper.

Hongkong, 10th July, 1906. [716]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

TO LET.

NO. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 2nd July, 1906. [614]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st June, 1906. [72]

TO LET.

NO. 15, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74]

JAPANESE COAL TRADE.

SOME REMARKABLE FIGURES.

The *Jiji Shimpō* publishes an interview with
Mr. Isobe, Director of the Mining Bureau,
regarding the production of coal in Japan. In
1905 the total output of Japanese coal was
11,030,000 tons, an increase of 906,000 tons or
8 1/2 per cent. over 1904. The production of coal
during the last fifteen years is as follows:—

Tons.	Tons.
1891.....	3,201,000
1892.....	3,201,000
1893.....	3,346,000
1894.....	4,302,000
1895.....	4,810,000
1896.....	5,059,000
1897.....	5,229,000
1898.....	6,749,000
1899.....	6,775,000
1900.....	7,488,000
1901.....	9,027,000
1902.....	9,701,000
1903.....	10,088,000
1904.....	10,723,000
1905.....	11,030,000

The largest output is from Fukuoka Prefecture,
the Hokkaido being second, and the Joba
(Hitachi, Iwaki and Iwashiro) district third.
The production in 1905 in these districts,
respectively was 7,510,000, 1,170,000, and
1,040,000 tons. During the last 15 years the
output in the Joba district has increased over
twenty-fold, that of the Hokkaido by five-fold,
and that of Fukuoka Prefecture by more than
four-fold. The total production in the country
during the 15 years under review has, as shown
in the foregoing table, increased by 300 per
cent., or at the rate 11 per cent. against each
preceding year.

Reviewing the general situation last year it
will be seen that the greatly increased demand
brought about an unprecedented high price, and
this has given a great impetus to the coal
industry. In the Chiku-ho district (Kyushu)
alone no fewer than 59 small mines were new-
ly opened in the course of last year. Despite
these circumstances, however, the production
was not as large as might have been expected,
mainly owing to the inadequate transportation
facilities, the damage done to mines by floods,
and the scarcity of labour. Regarding the pro-
bable output this year there is no doubt that it
will show an increase over last year, judging
from the restoration of several of the damaged
mines, the increased supply of labour, and the
opening-up of new coal-fields, some of which
are very large. In order to estimate the prob-
able increase of production this year it is
necessary to look into the conditions of the
market, transport facilities, etc. The domestic
consumption of coal, which was only 1,520,000
tons in 1891, had risen to 7,410,000 tons in
1904, showing an increase of 480 per cent.
Similarly the amount of export had advanced
from 1,740,000 to 4,000,000 tons during the
same interval. Particulars are shown in the
following table.

	Domestic consumption.	Exported.
Tons.	Tons.	Tons.
1891.....	1,521,000	1,249,000
1892.....	1,725,000	1,309,000
1893.....	1,765,000	1,417,000
1894.....	2,330,000	1,714,000
1895.....	2,689,000	1,859,000
1896.....	3,069,000	2,211,000
1897.....	4,090,000	2,119,000
1898.....	4,392,000	2,204,000
1899.....	5,034,000	2,527,000
1900.....	5,262,000	3,371,000
1901.....	6,678,000	2,915,000
1902.....	6,501,000	2,921,000
1903.....	6,974,000	4,776,000
1904.....	7,215,000	4,601,000

The average annual domestic consumption of
coal for the three years ending 1904 was
6,963,000 tons, and presuming a 20 per cent.
increase, as was the case after the Japan-China
war, to take place this year the total consump-
tion will amount to something like 8,356,000
tons. As there are several new undertakings,
which though projected, will probably not be
started during the current year, it may be
safe to put the total consumption at
7,869,000 tons, taking the probable rate of
increase at 13 per cent.—the average rate of
increase for the last 13 years. The average
amount of coal exported during the three years
ending 1904 was 4,113,000 tons. From the
latter, deducting the probable amount of coal to
be imported—270,000 tons,—the total demand
of coal for the year is roughly estimated at
11,712,000 tons.

Regarding this year's prospect of coal supply
the following estimates are published:—

	1905.	1905.	Increase.
Tons.	Tons.	Tons.	
Hokkaido.....	1,358,404	1,177,451	120,953
Joba.....	1,331,005	1,040,756	290,250
Fukuoka.....	8,007,365	7,510,013	497,352
Saga.....	1,167,949	1,056,650	111,299
Nagasaki.....	532,831	466,286	66,544
Others.....	484,202	373,259	110,943
	12,871,753	11,630,417	1,241,336

What is most urgently needed for the develop-
ment of the coal industry is transport arrange-
ments. The lack of facilities is more marked
in Kyushu than elsewhere. The monthly out-
put of coal in the Chiku-ho and Karatsu dis-
tricts is calculated at 615,000 tons; against this
the aggregate carrying capacity of railways and
ships is 510,000 tons, leaving a deficiency of
some 105,000 tons a month. In order to rectify
this state of affairs the Kyushu Railway Com-
pany is now building 500 coal-trucks, of 8-ton
capacity, and 36 locomotives, which are ex-
pected to be constructed during the coming
month. The Hakata Railway is also building
25 coal-trucks, while the construction of 500
river junks for carrying coal is also proposed.
When all these extensions are completed and
ready for use the existing pressure will be
relieved to a large extent, but will still be found
inadequate to meet the rapidly growing
requirements.

A SINGLE mahogany tree in Honduras was
recently cut into boards, which, when sold in
the European market, realized over £2,000.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized
from simple speculation, but the great fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business-
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with
a noise like the blowing of a thousand trumpets,
but it is soon detected and exposed. The
manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you."
Sold by all chemists.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

AN INTERIM DIVIDEND of \$3.50 per
Share for the six months ending 30th
June, 1906, will be payable on the 25th instant,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 16th instant to the
25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary. [718]

HONGKONG HIGH-LEVEL TRAMWAYS

COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings, Des Vaux Road Central,
Victoria, Hongkong, on SATURDAY, the
14th day of July, 1906, at 12 o'clock Noon, for
the purpose of passing the following Resolu-
tions pursuant to the Order dated the 28th day
of March, 1906, made by the Supreme Court
of Hongkong in its Original Jurisdiction in
Action No. 371 of 1905:

1. That the Special Resolution being the
Fourth in Number passed and confirmed
at Extraordinary General Meetings of
this Company held on the 3rd and 20th
days of June, 1905, respectively, together
with all Agreements entered into there-
under and particularly the Agreement
in writing bearing date the 18th day of
October, 1905, made between this
Company and its Liquidators (John D.
Humphreys & Son) of the one part and
the Peak Tramways Company, Limited,
of the other part be and the same are
hereby rescinded.

2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and its Liquidators
of the one part and the "Peak
Tramways Company, Limited," of the
other part be and the same is hereby
approved and that the said Liquidators be
and they are hereby authorised pursuant
to Sections 201 and 202 of the Com-
panies Ordinance 1865 to enter into an
Agreement with the said "Peak Tram-
ways Company, Limited," in the terms
of the said Draft and to carry the same
into effect with such (if any) modifica-
tion as they may think expedient.

Should the above Resolutions be passed by
the requisite majority they will be submitted
for confirmation as Special Resolutions to a
Second Extraordinary General Meeting which
will be subsequently convened.

JOHN D. HUMPHREYS & SON,

General Managers. [691]

Dated 2nd July, 1906.

WANTED.

BY a Young Lady a situation as TYPIST.
Open for immediate engagement.

Apply to—

"X. Y. Z."

C/o This Paper.

Hongkong, 11th July, 1906. [720]

CURTIS BROS. & CASES GAMING

MACHINERY ARRIVED HONG-

KONG PER S. S. "ESANG."

FROM CHEFOO, 21st JULY, 1905,

CONSIGNED TO MESSRS. E. H.

MURRAY & CO.

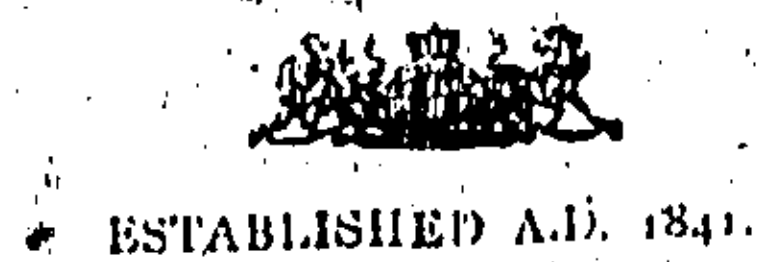
NOTICE is hereby given that the above

Cargo at present lying unclaimed in the
Godowns of the Undersigned, will be SOLD
by PUBLIC AUCTION by Messrs. HUGHES
& HOUGH, at their Auction Rooms in Ice
House Street, at 11 A.M. on FRIDAY, 13th
July, 1906, unless the same are previously
taken delivery of by Consignees, and the
charges incurred paid.

Intimations.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.



ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received a shipment of APPLE BRAND CIDER bottled by Messrs. ROBERT PORTER AND COMPANY, Proprietors of the famous BULL DOG BRANDS of STOUT and ALE.

It is highly recommended by many medical men on account of its beneficial action in certain ailments particularly in complaints of a gouty origin or tendency. Either by itself or mixed with SODA or GINGER BEER it makes a most wholesome, palatable and refreshing summer beverage.

Per Case of 8 Doz.

Pints - - - \$30.00
Per Doz. - - - 4.00

Hongkong, 5th July, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BURGUNDIES

FROM

BOUCHARD PERE &

FILS.

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 11th July, 1906.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Or if by business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any unsigned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 6th July, at Shanghai, the wife of S. J. GRAINGER, L.M. Customs Service, Shanghai, of a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 12, 1906.

CANTON TRADE IN 1905.

Mr. Consul-General James Scott's report on the trade of Canton for the year 1905 has now been published. The volume of trade, we are told, continues to increase, and from a revenue point of view the year has resulted in a record collection calculated on a sterling basis. The totals for the past five years were:

1901	8,873,559
1902	10,306,812
1903	14,508,560
1904	13,749,582
1905	13,874,582

The apparent abnormal development of the trade in 1903, which cannot be accepted as giving a fair average, is explained by the fact that in that year no less than two and a half million sterling had to be spent by the people in the Kwang provinces for food-stuffs imported to meet the deficiency in local rice crops. A comparative summary of the trade values for each decade since 1861 exhibits the gradual development of trade in Canton passing through the Maritime Customs. The value in Hk. Tls. for 1861 amounted to 16,237,319 and rose successively in 1871 to 28,016,663, in 1881 to 31,829,423, in 1891 to 46,411,517, in 1901 to 60,845,410; and within the next four years ending 1905 the increase attained to an aggregate value of more than fifty per cent., viz., Hk. Tls. 92,773,830. This remarkable rise is, in part, attributed to the transfer of trade from the native customs authorities under the "Hoppe" to the Maritime Customs. The late Consul-General explains that with the inauguration of the new arrangement under the Peace Protocol of 1901, the native customs within the treaty port areas passed under the control of the Foreign Customs Department with the result that trade now gravitates to the Maritime Customs. Regarding the passenger traffic it is pointed out that during 1905 some 2,000,000 passengers travelled by steamer to and from Canton, and it is estimated that a similar number passed to and from the interior in steam launches. The coinage of the Southern Province has always a relative interest to Hongkong, and in this respect Consul-General Scott's remarks on the provincial authorities' "deal" in copper for coining the one-cent piece are not without interest. Introducing the subject he writes: "Canton is a large manufacturing centre and Canton goods have a recognised standing all over the Empire for quality and finish. Accordingly metals always bulked largely in the customs returns. During 1905 the increase in value amounts to nearly 1,000,000 taels (150,416). But the import of copper slabs for the provincial mint accounts practically for the whole amount. The demand for copper coinage (1 cent. pieces, marked 10 cash in value) created an artificial need, to meet which the Chinese authorities made very heavy copper purchase in 1905. Minting operations did not prove a financial success, and the people refused to accept the new currency at its face value. The coins fell to a discount and the other provinces in China refusing to make further purchases for the use of their districts the Canton mint had to reduce the output to a limited quantity for local use and nearly half the copper imported last year has been sold by the officials and re-exported. The price of copper having risen considerably in the meantime the mint authorities are credited with having done a good stroke of business over the transaction." The year 1905 takes a prominent place in the commercial records of China by reason, if for no other, of the agitation which will be known to history as the "American boycott." Merchandise of American origin was, as is known, placed under the ban, and the principal articles of trade to come under notice would be the commodities affecting the millions. Kerosene oil imported during 1905 shows a decrease in value of over 100,000,000. Contrary to expectation and the tendency during the year of the Chinese to boycott all American products, the decrease in the

year under review does not occur in Amer-

ican oil but in the import of the Sumatra product. American oil shows an increase of nearly 1,000,000 gallons, while the Sumatra article has fallen off fully 1,500,000 gallons. During 1905 the import of Russian oil amounted to only 54,000 gallons, valued at something over 1,000,000. In explanation of the increased import of American oil in face of the very stringent boycott of American goods during the year 1905, it is said that heavy contracts had been entered into months ahead of the movement, and dealers were merely bringing in the stuff they had already contracted for and were bound to clear under heavy penalties. It is recognised, however, on all hands that but for this boycott the American product would have been much more imported to the detriment of the Sumatra article; for the Standard Oil Company, which has a monopoly of the American product, has begun to lower prices with a view to commanding the whole trade. Under floor, the report states, the feature of the year has been the transfer of trade from the American product, consequent on the boycott of American imports. In the matter of flour this boycott was most rigid, and, at the annual cake festival, when the Cantonese might well have been expected to relax their opposition, the boycott was on the contrary only far more strictly enforced, as many a native dealer found to his cost when the populace emptied into the street all cakes made of American flour found in his shop and stalls. Hitherto the Australian product has never been able to compete with the American import. The latter held the field, and the Chinese, with their conservative habits, were always adverse to any change. Now, however, that Australian flour has succeeded in securing a recognised position, and the customers have grown accustomed to it, there is little fear of its being driven from the market. All that is required to preserve the trade is reasonably low freights from Australia to Hongkong for its carriage, and this the shipping companies may well be trusted to afford, alike in their own interest, and that of trade generally. Mr. Scott concludes his chronicle of the trade of the Southern capital in the following terms: "What little effect the boycott has had on British commerce in Canton has been due to inability to distinguish between British and American goods and not to any association of British and American interests in the native mind. The only important case of this nature was that of the British-American Tobacco Company, whose sales in this district were seriously affected. Representations were made to the Viceroy on their behalf, and a proclamation was issued by the latter, in consequence of which the company's business is now rapidly resuming its normal level. Greater injury might possibly have been done to British trade were it not for the fact that all British imports are purchased in Hongkong and conveyed by junk or steamer into this province direct. An attempt was made to start the agitation in Hongkong, but a meeting of Chinese convened for the purpose was promptly suppressed by the colonial authorities as illegal."

LOCAL AND GENERAL.

THERE were two cases of plague to-day.

FOR dealing in lottery tickets, a coolie was placed before Mr. F. A. Hazeland this morning, and ordered to pay a fine of \$25, with the option of six weeks' gaol.

A PORT Arthur telegram to the *Mainichi* reports that twenty-one warships and steamers lying sunk at Pigeon Bay and other places were sold on the 30th ult. The total sum realised was ¥112,898.

IT is reported from Peking that the Chinese Government has decided to establish a Law College for the purpose of training competent judges and public procurators. Dr. Okada Asataro will be engaged as the President.

FUKUI Rionosuke, nineteen years of age, has been arrested at Kobe on charges of having stolen postage stamps of the value of thirty-five yen, and a ¥5 note, the property of his employers, Messrs. Jardine, Matheson & Co.

STEALING a basket of eggs from on board the steamer *Cranley*, yesterday afternoon, was the charge against a coolie, at the Magistracy this morning. Mr. Gompertz sentenced accused to three weeks' hard labour and six hours' stocks.

MR. F. A. Hazeland, at the Magistracy to-day, fined five Indian watchmen \$50 each, with the option of two months' hard labour, for assaulting one Akbar Khan, some time ago. The complainant said that defendants assaulted him and then stole \$250 from him. He could not, however, prove the case of larceny.

AN Indian watchman, in the employ of the Gas Works, West Point, was enjoying himself immensely in the Central district yesterday afternoon by hurling glass bottles about the street, and was the means of causing some sedate-looking pedestrians to do the Highland fling in order to keep clear of the missiles. A *Lukong* who noticed the watchman's behaviour soon took the hilarity out of him and marched him off to the Station. He was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of being drunk and disorderly. He admitted the charge and had to pay \$5.

It is stated in a Peking paper that the comprador of the Hongkong and Shanghai Bank there is desirous of promoting a volunteer corps among the young commercial men in Peking the same as is being done in Shanghai and he has sent to Shanghai for the regulations.

THE Japanese Circus gave their final performance at the Theatre Royal yesterday afternoon and evening, to very fair houses, and were as successful and as much appreciated, as on their first appearance. They are booked for Shanghai and the north, hence the shortness of their stay here.

THE case was concluded at the Police Court yesterday afternoon in which Leung Lung, a fortune-teller, of 13, McGregor Street, Wanchai, is being charged with attempting to murder his wife in June last. Further evidence was taken, and Mr. F. A. Hazeland committed the accused to take his trial at the next Criminal Sessions.

ACCORDING to a Vladivostok telegram of July 4, which has been received by the *Mainichi*, the Japanese Government has asked the Russian authorities to sanction the establishment of a Japanese consulate at that port. At the present time none of the Powers have consulates at Vladivostok, only commercial agents being accepted.

IT is reported that the O.S.K. has made arrangements to open an Osaka-Vladivostok service with the steamers *Kanko* and *Katari*. The vessels will call at Kobe, Moji, Fusan, Gensan, and Shuangin, and there will be three trips per month each way. The *Kanko* was to leave Osaka for Vladivostok for the first trip on the 5th inst.

IN the case in Summary Jurisdiction yesterday, in which Sin Tu Fai and Li Chui sued Chan Tung Sang to recover \$222, due on a contract for removing earth, His Honour the Puisne Judge said he was inclined to believe that Li Chui had received the money and had swindled his partner in the contract. He gave judgment for defendant with costs, and advised that Li Chui be sued.

TWO Chinamen were each fined \$50, by Mr. H. H. J. Gompertz, at the Police Court this morning, for keeping a common gaming house at 7, Po Hung Fong, this morning, and fifteen others \$3 each for gambling on the premises. Similar fines were imposed by Mr. F. A. Hazeland in a case in which eleven men were charged with gambling at No. 369, Queen's Road West, last night.

THE Throne has approved the request of Viceroy Tsien of Liangkuan to appoint Jeme Tien-yu, M.C.E., as engineer-in-chief of the Canton-Hankow Railway. Mr. Jeme is a graduate of the Sheffield Scientific Department of Yale University, and has had over twenty years' practical experience in railway work. He built part of the railway in North China. He is one of the returned students of the Chinese Educational Mission.

A MURDER telegram to the *Mainichi* states that the affairs of the Japanese Military Administration there have been transferred to the Consulate-General. Mr. Hayashi, the Consul-General, has issued the following proclamation to the Japanese inhabitants of the vicinity: "In the future the rights and obligations of Japanese residents in Mukden and its neighbourhood will be under my charge. You are hereby urged to be honourable and friendly in your relations with the Chinese and foreigners in order that the interests of all the inhabitants may be promoted. You should be careful not to do anything which may give a bad impression of your nation."

DROWNING FATALITY.

A telegram has been received by the China Inland Mission at Shanghai announcing the death by drowning near Linkiang, Kiangsi, of Mr. S. K. Brauchli. Mr. Brauchli, who was only thirty-one years of age, was a native of Leimbach, Thurgau, Switzerland. He studied at the St. Chrischona Missionary Institute at Basle and arrived in China in connection with the China Inland Mission on the 24th of February, 1903. He was stationed at Lin-Siang, Kiangsi, and on Friday, the 29th June, at six o'clock in the morning, he left to pay a visit to Shichoufu, distant some thirty or forty miles. He was on horseback and when about ten miles from his home came to a narrow path between two lagoons, the water of which had risen so as to cover the path. The horse in attempting to cross stepped into deep water, with the result that both the animal and its rider were toppled over into the lagoon. Mr. Brauchli being drowned. His body was recovered soon after the accident and conveyed to Linkiang and afterwards to Kiukiang for interment. The China Inland Mission has suffered a great loss in the death of this promising young missionary.—N. C. D. News.

STUDENTS' EXCURSION TO MANCHURIA.

UNIQUE OFFER BY THE WAR OFFICE.

The Japanese War Office has notified the authorities concerned that boys of the middle schools and schools of higher rank, who intend to visit Manchuria and Korea in parties, under the control of teachers, during the coming summer vacation, would be given free passage by military transports, and could travel free on the railways in Manchuria and Korea under the control of the army.

The young travellers will be allowed to inspect forts and other military works on application, and the military authorities will also give full information concerning the noted battlefields in Manchuria and any other particulars which may improve the knowledge of the students.—*Japan Chronicle*.

A LOVERS' QUARREL.

RESULTS IN SERIOUS CHARGE.

An illustration of how far some lovers' quarrel can go was given at the Magistracy this morning, when Edmund Johansen, of No. 52, Queen's Road Central, charged Mrs. A. Vera Marshall, an American, of No. 2, Morrison Hill Road, before Mr. H. H. J. Gompertz, with stealing from him, by means of a trick, a pair of diamond ear-rings, valued at \$4,750, on 23rd June last.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, appeared for the prosecution and asked for an adjournment, adding that it was his intention of altering the charge to one of larceny by bail.

His Worship (to defendant).—You are charged with stealing a pair of diamond ear-rings. What have you to say?
"Why, I don't know anything about it," replied the defendant. "Mr. Johansen and myself were engaged to be married, until the day before yesterday, when we had a quarrel. I told him that unless he married me I would sue him for breach of promise as I have run into debt for him and I wanted to pay my bills. Mr. Johansen never gave me any presents, except now and again he would hand me \$5 or \$7."
"I fix bail at \$500; have you any money?" asked his Worship.

"Why, I have said before, I know nothing about it."

Here Mr. Goldring said that the prosecution did not press for heavy bail.

His Worship replied that he knew the complainant wanted now to withdraw the charge. A warrant was sworn out against defendant and he could not accept any plea to withdraw.

His Worship (to defendant). "Do you know any person who will stand security for you so as to ensure your appearance in Court tomorrow?"

Defendant: "I think Mr. Johansen will."

After some conversation between solicitor and complainant, Mr. Goldring intimated that Mr. Johansen would be willing to stand security for defendant.

His Worship: "In that case I will require Mr. Johansen to deposit \$5,000."

After another short conversation, Mr. Goldring said that complainant would not feel safe in standing security for the defendant.

His Worship: "Can't you get anybody else?"

"Why," replied the defendant, "I'll have to go home first to communicate with friends. I saw my Consul this morning and he told me even if I had been settled. He also gave me a letter from Mr. Johansen which I would like you to read." Letter handed to the Court.

At this stage Mr. Goldring announced that the price of the ear-rings had been over-estimated.

His Worship: "Where did you get that?"

Mr. Goldring: "That's what I was told."

His Worship (to complainant): "How did you make that out?"

Complainant: "The bailiff said it is only worth \$600."

The question of bail again came up and the defendant, addressing the Bench, said: "We were engaged to be married for over a year and we had a quarrel. I don't see what's that got to do with other people."

His Worship: "This is no place for settling lovers' quarrels. I want to know something more about the case."

The case was then adjourned until 2.15 p.m. to-morrow. Bail \$5,000.

SINGAPORE SHIPPING FOR JUNE.

TONNAGE OF EACH NATION.

We (*Singapore Free Press*) have made a careful compilation of the shipping of different nationalities entering the port of Singapore during the month of June that has just expired.

This statement shows the number and tonnage of mercantile vessels over fifty tons burden or other craft, such as transport accompanying the *Deney* Floating Dock, but Russian vessels of the Volunteer Fleet could not well be omitted, as they are large cargo carriers.

From this it is seen that the proportions are:

Nation	No.	Tonnage.
British	228	331,437
German	42	71,026
Dutch	99	49,968
French	17	25,187
Japanese	6	20,746
Russian	9	20,394
Norwegian	17	12,847
Spanish	3	7,844
Austrian	2	7,058
Italian	4	5,796
Danish	2	5,050
Other Nationalities	10	4,545
Total	439	575,495

The last named include vessels under the Chinese, American and Sarawak flags.

The countries which include coasting craft under their flags are British, German and Dutch, but Norwegian vessels are also of small burden lying principally to Bangkok.

Number is by itself of less value as a basis on which to deduce general truths than tonnage, although for comparative purposes, if separated for the ocean traffic, it might be of some interest.

It is thus seen that British tonnage represents 57½% of the whole, German tonnage about 12½%, Dutch 8½%, French 6½%, Japanese and Russian about 3½% each and the balance is supplied by other flags.

The average size for British vessels is 1,453 tons, German 1,735 tons, Dutch, 505 tons, French 2,246 tons, Japanese 3,458 tons, Russian 2,266 tons and other nationalities 1,135 tons each.

It will be thus seen the Japanese turn out the average largest tonnage per ship, but of course the explanation is that the three first named included a large number of coasting vessels of small burden and this is especially so as regards vessels under the Dutch flag.

The largest number of ships entering on only one day was on the 4th June when 20 vessels aggregating 35,170 tons burden came in and on the 21st, 28th, 18 vessels entered, coming next in importance.

The smallest number of entries was on 22nd June when only seven steamers arrived with an aggregate tonnage of 10,072.

The largest vessel entering the port was the *Hoh* steamer *Ona* which under the new register is and at 5,676 tons net, followed by the German mail steamer *Zelten* of 4,989 tons register and after these the *Seydlitz*, *Palermo*, *Jajun*, *Perlm* and *Ducalcan*.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

PRINCE TSAI-TSEH AT SHANGHAI.

LAND ON THE FRENCH BUND.

COMMISSIONERS STRONGLY ESCORTED.

[From Our Own Correspondent.]

Shanghai, 12th July.

Noon.

There has been a change in the arrangements in connection with the arrival of Prince Tsai-tseh and suite.

The party landed on the French Bund.

The landing place had been previously cleared of all spectators and was guarded by a large number of police and soldiers to ensure the safety of the party.

The Commissioners were strongly escorted against any attempt on their lives.

[M. C. D. News.]

The Restoration of Southern Manchuria.

Tokio, 6th July.

The Japanese military administration from Fushun has been already withdrawn; from Changku it is to be withdrawn on the 15th inst.; from Mukden, Tieling, Liaoyang, and Yingkou (Newchwang) on the 31st inst.

First Intrigue, Then Rumour.

Tokio, 6th July.

There are various rumours in Seoul of the dethronement of the Emperor in favour of Prince Wihwa, who declined the imperial summons on account of illness, but these rumours are unfounded.

SCAVENGING CONTRACTOR AGAIN.

NOT CRIMINALLY RESPONSIBLE FOR FOKIS.

Leung Yuen, scavenging contractor, of No. 268, Des Vaux Road West, was summoned by Lance-Sergeant Eames, before Mr. F. A. Hazeland, at the Police Court this afternoon, for failing to comply with the bye-laws of his contract, contrary to Section 16 of Ordinance 1 of 1903.

Mr. W. Daniels, of Messrs. Johnson, Stokes and Master, appeared for the defendant.

His Worship: "Under whose instructions has this man been summoned?"

L. S. Eames: "The Principal Civil Medical Officer of Health."

His Worship (pointing to papers in his hand): "I have here nineteen cases in which the Scavenging Contractor has been convicted. I believe every magistrate has convicted him."

Insp. Brett: "I summoned a contractor before Mr. Sercombe Smith some four or five years ago for a similar offence—dumping rubbish before he got to Chin Wan—and the summons was discharged, the Court holding that he was not criminally responsible for the actions of his employees."

His Worship: "The summons is dismissed."

Mr. Daniels: "Your Worship has power to allow costs. We have been put to a good deal of trouble."

His Worship: "No. I am not satisfied that the contractor exercises sufficient care in carrying out his contract."

In view of the above decision we understand that the contractor has been asked to present himself before the P.M.O.H.

VICEROY YUAN and Governor YANG are said to have approved the coining of ten-dollar gold coins as recently proposed by Chang Chi-tung, and if this is done it will be a case of deeper still and deeper grows the financial chaos; as such coins will only represent possibilities of individual profit, and help not the currency of the country one iota. Even the native papers explain that in such case the tael coins should be stopped.—P. & T. Times.

THE WEATHER.

The following report is from Mr. F. G. Figu, First Assistant of the Hongkong Observatory:—

On the 12th at 12.50. The depression is over W. Japan, and moving slowly Eastwards. The barometer has fallen again over the China coast, and another depression appears to be developing over the Eastern Sea.

Pressure is highest to the E. of Japan in the North, and over the China Sea in the South.

Fresh SW. winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast:—Fresh SW. winds; squally, showery.

SHIPPING AND MAILS.

MAILS-DUE.

German (*Seydlitz*) 17th inst.

Canadian (*Toriar*) 17th inst.

American (*Korra*) 18th inst.

German (*Prins Regent Luitpold*) 18th inst.

Indian (*Kutang*) 24th inst.

Canadian (*Empress of China*) 24th inst.

American (*America Maru*) 27th inst.

The C. P. R. Co's s.s. *Empress of India* arrived at Vancouver at 2 p.m., on 10th inst.

The N. Y. K. American Line s.s. *Aki Maru* left Shanghai for this port on 11th inst., and is expected here on 14th inst.

The N. Y. K. Bombay Line s.s. *Bombay Maru* left Shanghai for this port on 11th inst., and is expected here on 14th inst.

The Boston S. S. Co's s.s. *Tromont* sailed from Tacoma on 10th inst.,

TELEGRAMS.

[Reuter's.]

Mr. Chamberlain in Birmingham.

LONDON, 10th July.
Mr. Chamberlain, addressing 14,000 people in Birmingham yesterday, dwelt on Tariff Reform, which he said was necessary to unite the Empire. He was confident that the Free Trade superstition must go. They were not at present moving as fast as some might desire, but quite fast enough for him, and he hoped to see his cherished ideas successful at an early date.

He referred with disgust and indignation to the conduct of Ministerialists in regard to the recent Egyptian execution, and to Natal. Later.

Admiral Rozhdestvensky.

FINDING OF THE COURT-MARTIAL.
At a Court-martial held at Kronstadt, the sentence of death was passed on four officers of the *Hidvay* for surrendering the ship, but owing to extenuating circumstances, the Court recommended a commutation of the sentences to dismissal from the service.

Admiral Rozhdestvensky, who went on board the *Hidvay* after the battle of Tsushima, and was there at the time of the surrender, was acquitted by the Court-martial.

New Australian Mail Line.

The Australian Commonwealth has concluded a decennial contract with Laings, of Sunderland, for an accelerated mail service from Brindisi. The contract will come into force in February, 1908.

The steamers will fly the flag of the Commonwealth, and will employ white labour. The steamers will call at Port Said, Colombo and Fremantle.

PROPERTY SALE.

THE "METROPOLE HOTEL."

Under instructions from Mr. F. N. d'Almeida e Castro, solicitor for the vendor, Mr. Geo. P. Lamont, auctioneer, put up for sale by public auction at his sales rooms in Duffell Street this afternoon, the valuable real-estate property known as the "Metropole Hotel," consisting of all that piece or parcel of ground situate at Shaukeway Road, Victoria, Hongkong, containing an area of 207,000 square feet and registered in the Land Office as Lot No. 172. The said premises are held for the term of 999 years granted by a Crown lease, dated the 1st day of February, 1924, subject to the payment of the annual Crown rent of \$178, and to the performance of the lessee's covenants in the said Crown lease reserved and contained.

There was but little competition and at \$16,000 the property was knocked down to Mr. Ley Sing Kiu.

"GOING TO DIE IN GAOL."

A THIEF'S SUPPLICATION.

Kwan Shu Pui, who states unashamedly that he is of the "no-occupation" class, created some amusement at the Magistrate's Court this morning. After the case had been disposed of and the Court said, "Take him away," by a loud, hoarse, and somewhat shrill voice, he cried out, "I would be good in the future—if given a chance—for he would die in gaol."

Kwan was charged before Mr. H. H. J. Gompertz, at the instance of Inspector Warnock, with stealing a pair of bronze dog curns, valued at 18 and a silver umbrella, valued 10, the property of Mr. Antonio Serrera, of No. 6, Lower Lascar Terrace, yesterday. The defendant denied the charge. A *lubber* said that he saw defendant yesterday afternoon trying to sell the articles at Tai-ping-shan. He could not answer the officer's questions to his satisfaction and Kwan was told to proceed to the Station. The owner of the things, who turned out to be complainant—afterwards identified the articles as his property.

Defendant said that stealing was not in his line of business. Yet he added: "I saw my friend enter the house and steal the things. Then he gave them to me and told me to sell them, and to keep ten cents for my trouble." "You knew the things had been stolen and yet you took them?" queried Mr. Gompertz. "I was going to sell them."

"You seem to be a simple fellow?"—Yes, I am.

"Have you been in gaol before?"—Only a few times!

Inspector Warnock here produced papers which went to show that defendant had been in gaol four times, all for theft.

"You appear to be an old gaol-bird?" remarked the Court—"No doubt," defendant replied. (Laughter.)

In reply to other questions, defendant said that he had been in the Colony for years—in fact, he was born here.

"It is a pity then," replied Mr. Gompertz, "for under the circumstances I cannot banish you. Anyway go and learn another trade. Six months' hard labour and six hours' stocks."

The defendant then created a scene after sentence was pronounced. He said that he could not live a day in gaol and preferred to be deported.

"It is the truest economy to pay a man well," said the Premier in defending the increase of his private secretary's salary from £400 to £500, following a precedent of Mr. Disraeli.

BANKRUPTCY.

A STATIONER'S FAILURE.

In Bankruptcy Jurisdiction this morning, His Honour Mr. A. G. Wise, P. J., Judge, presiding, the public examination of Wong Tsung Cheung was conducted by Mr. G. H. Wakeman, official receiver. Mr. R. A. Harding appearing for the debtor.

Wong Tsung Cheung said he was the master of the Fung Kat shop. He had no partners. He commenced business in 1903. It was a stationery shop, for selling Chinese papers. Now and then he sent goods to California. They were miscellaneous goods, consisting of rice, oil, paper, and so on. When the business first started there were 13 partners. The others had all retired. The book produced was the partnership book. The capital was \$6,000.

An examination of the book showed there were 16 partners.

Witness, continuing, said he had had another business which was destroyed by fire. Some of the partners died, that left 13, and 12 retired in the first month of this year leaving witness sole partner and proprietor. They all retired on the same day. The reason they retired was that the business was not a paying one.

His Honour: Why did you not retire?

Witness: Because there was no one to take over the business.

Continuing, witness said when the partners retired he paid them \$100 each. Though there were losses every year he paid up the debts every year. The liabilities amounted to \$13,000 or \$14,000. He owed nothing at the end of 1st year, except some small debts in Canton; most of his liabilities were due in China. There were a great many debts due to him in China and Hongkong, all accrued since January last. At the time of the Chinese New Year there were debts due to him which had not been paid. They were not included in his statement of affairs because they were all bad debts.

His Honour: He had better make out a proper statement.

Witness said he had paid his rent up to the 12th month of last year. His landlord was Wong Fuk. He was a friend, so he did not press for payment. Since his partners had retired he had borrowed over \$200,000. He had used that money to pay off old debts due by the firm.

His Honour: Then the 12 partners ought to come in and pay their share of that. It is absurd to suppose he borrowed it all on his own account.

Witness, continuing, said he knew a lot of Wongs; they were cousins of his, and he had borrowed money from them all. He did not know the exact amount now. He had repaid something on account, but did not recollect how much.

His Honour: It is your business to know. Don't you know that you must give the Official Receiver all the assistance you can?

Witness: But it is all in the books.

The Official Receiver: You saw the books yesterday.

Witness: Yes, but I cannot carry them in my head.

Continuing, witness said he had taken money out of the shop to pay old debts since January. To Mr. Morrell, of Messrs. Denny and Rowley, Crown Solicitors, appearing for some of the creditors, witness said he first knew he was insolvent on 3rd June last, and so he filed his statement of affairs. He had no capital after paying off the retiring partners. He found out he was insolvent because a person came from San Francisco and told him about the fire, and the firm he sent goods to being burnt. All his books were taken to the Official Receiver, but the partnership book was on a shelf, and so it was overlooked. He had a \$3,000 share in the Wa Shing firm.

Mr. Morrell: Are you sure it was only \$3,000? Look at the payment book.

Witness: Yes, it is over \$3,000.

His Honour: That would make it nearly \$1,000.

Mr. Morrell: Then why did you put down your share as \$3,000?

Witness: Because it is \$3,000 in United States currency.

His Honour: Ah, now it comes out.

Continuing, witness said the account referred to his California business, so he put it in United States currency.

He sent some goods on the 1st May, by Wong Chan Chuen, to California. They were valued at 1,624 taels. He got some of the goods in Hongkong and some in Canton. He paid part of the amount due for the goods in cash.

At the end of May he sent 986 taels' worth of goods. Some he paid for and some he got on credit. He had not received payment for those goods. They sent over \$5,000 to send goods to them, in the first month. It took him three months to buy them. That is, he did not buy them till the third month.

Mr. Morrell: Then according to that you still owe them over \$1,000?

Witness: Yes.

Mr. Morrell: Then why did you not put that down in your statement of affairs?

Witness: Because we have current accounts.

Continuing, witness said his nephew brought the money to him in January. His nephew was now in the country. He had not returned to San Francisco.

Mr. Morrell: Five days before you filed your petition you paid \$3,000 odd for goods. Is there an entry in the goods book for the goods?

Witness: The goods were bought and delivered last year, and it was agreed they should be paid for in this year.

Mr. Morrell: Then you did owe money at the end of last year.

Witness: I did not look upon that as a debt, on account of the agreement, as the money was not due.

A clansman of his, said witness, paid the money he owed in San Francisco, and then when he returned to Hongkong witness paid the money back to him. He knew a man named Sui Kwai; he did send him to Canton on the 25th May last to buy goods on credit.

That was ten days before he filed his petition.

Mr. Morrell: Do you know the Mow Fung shop?

Witness: Yes, I do; they are rice-merchants.

Mr. Morrell: Were they partners in your shop?

Witness: Formerly they were, but they retired.

His Honour: They all got out—like rats leaving a sinking ship!

The examination was closed, and the adjudication order was made.

THE LEPAR'S BANKRUPTCY.

In this case Mr. C. F. Dixon, of Mr. John Harding's office, applied on behalf of the creditors for his costs.

His Honour: But there is an application from Mr. Lee-Jones for his costs in this case.

Mr. Dixon: Yes, my Lord, but Mr. Lee-Jones' costs were incurred in another action, in Original Jurisdiction.

His Honour: Well, but Mr. Jones is entitled to his costs, as he was directed to do the work by the Chief Justice.

Mr. Dixon: Yes, my Lord, because the bankrupt was suffering from leprosy and could not be brought into Court.

His Honour: Well, someone will have to pay him. In the meantime I'll grant your application, Mr. Dixon, and reserve the question of Mr. Lee-Jones' costs.

THE SAN FRANCISCO EARTHQUAKE.

Li Tak Ng said he was a merchant carrying on business at 5, Wing Lok Street. He had sold the business now. He commenced on the 27th November, 1905, with a capital of \$4,600.

It was his own money. The business was an export business to California. He had not been paid for the goods he sent there; that is, he had only received \$800 as against \$6,000 due.

The money was due by the Kwong Yung Lok Hee firm. Witness had applied for payment several times, but got no answers to his letters.

The firm ceased business in April last, on account of the earthquake in San Francisco. Other firms owed him money in New York. One firm owed \$2,450, but he could not get that money.

He sent goods in December and January. He thought he would be able to recover that money as the firms were still doing business. He had no money besides what he had mentioned in his statement of affairs.

The examination closed, and the adjudication order was made on the application of Mr. E. J. Grist, of Messrs. Wilkinson and Grist.

SHIPBUILDING IN JAPAN.

REMARKABLE PROGRESS.

Mr. Uchida, Director of the Shipping Bu. au, who has recently returned to Tokyo from a tour of inspection of ship-building and dock-yards in the Kwantung and Kyushu districts, in the course of an interview with a *Ji Shimpu* representative, remarked:—

"The war has given a great impetus to the ship-building and dockyard industry, which has made remarkable progress during the last few years. The principal ship-building yards, the Kawasaki Yards at Kobe, and the Mitsui Bishi Yards at Osaka, and all three are full up with orders."

The total area of the premises of the Osaka firm is about 45,000 *tsubo*, and about 4,000 men are employed; the Kawasaki Yards are larger than those at Osaka, their factory area being more than 60,000 *tsubo*, and the number of workmen employed 8,000.The Mitsui Bishi Yards are, however, the largest in the country, covering some 100,000 *tsubo* of land, and employing over 20,000 men.

These shipbuilding yards, however, find their capacity inadequate to meet growing requirements, and are steadily engaged in extending their works.

The factory arrangements have much improved since I made an inspection a few years ago. The building of torpedo-destroyers is quite a new feature. Already one of these has been launched at Osaka, four at Kobe, and two from the Mitsui Bishi Yards.

The construction of gun-boats for the Chinese Government is going on at the Kawasaki Yards, two of them having already been launched. The building of ships of over 10,000 tons in Japanese yards is now quite common. In the Mitsui Bishi Yards, for instance, a ship of 13,000 tons is being built for the Toyo Kisen Kaisha, in addition to a ship to take the place of the *Hitchikuma* which was destroyed by the Russians during the war.

"Work in the smaller yards has also greatly increased since the war. The small ship-yards on both banks of the Kidzumi have hitherto devoted their attention to the building of wooden vessels of 200 to 300 tons, but these are now able to build iron ships of 800 tons."

The Matsuo Yards at Yokohama outside, Sagami Harbour, which have hitherto been engaged only in repairing work, are fast becoming a complete ship-building yard.

At Inoshima, Iwago, there are two dockyard companies, one of which possesses two dock-yards measuring 300 ft. and 164 ft. respectively, while the other has a yard 401 ft. in length, and is about to open another measuring 300 ft. At Nochi and Kinse there are two ship-building yards, each possessing a dockyard 200 ft. in length. Kinse-mura has long been known as a centre of wooden ship-building, and the launching of a ship of from 70 to 150 tons is an almost daily occurrence.

The largest dock in Japan is the Mitsui Bishi, which measures 728 ft., the next being the Yokohama Dock Company with a dock of 552 ft., the third largest belonging to the Inokado Dock Company, being 534 ft. long.

The floating dock owned by the Mitsui Bishi Company, is 412 ft. in length and is capable of floating a dead weight of 7,000 tons. Another and larger floating dock is now being built by the same company. The docking business, like the ship-building, is now in a very prosperous condition.

"The technical knowledge of ship-building amongst the Japanese has also made much progress, compared with eight or nine years ago, when the *Hitchikuma* 6,000 tons, was built. At that time the engineers and mechanics experienced much difficulty in building the steamer, but now they are able to build larger vessels with greater ease and expedition. What is necessary in Japanese ship-building is the further subdivision of labour amongst the various departments of the industry. If this is done ship-building can be executed with more despatch and promptitude than is at present the case. There is scarcely any doubt that with the development of the ship-building industry in Japan orders from foreign countries will increase."

BLAZE AT CAUSEWAY BAY.

PETROLEUM TANKS ENDANGERED.

A fire, which was fortunately of short duration, but which while it lasted, created considerable excitement and apprehension, broke out on the beach opposite the Royal Dutch Petroleum Oil tanks, at Causeway Bay, at 9.05 o'clock this morning, and for a time it was feared that the tanks might be in danger.

The damage done was trivial. Two small sampans were completely destroyed, two others had their sterns charred. Mr. Gordon's bamboo pier was partly destroyed, and the only life lost was that of a sow, weighing something over 100 odd pounds, which was roasted to death in the fire.

The fire was first discovered by the policeman at Bay View Police Station and the alarm was given by telephone to No. 2 and Central Police Stations. The first to arrive on the scene was a dispatch-box from No. 2 Police Station. A reel of hose was quickly unrolled and attached to a hydrant and from the reclamation the hose was turned on the flames.

By that time the fire had spread along the beach and was burning fiercely, while volumes of black smoke emitted from the flames.

The sampan people, whose boats were high and dry on the beach and who were at the time breaming the bottoms of their sampans, were greatly excited, and those who were in close proximity commenced to remove their valuables.

This commotion brought out Mr. Murray, acting manager of the Royal Dutch Petroleum Company, who immediately took the situation in a glance. A strong wind was blowing in the direction of the tanks and fearing a spark, that the fire might enter the drain, which led up to the oil tanks, in which event it might have resulted disastrously, he took the necessary precautions to avert anything like the possibility of the destruction of the storage tanks. Happily nothing of a serious character occurred, the wind veered into a favourable direction, and the fire was extinguished in ten minutes after the outbreak, leaving its marks on the praya wall only.

The origin of the fire was caused by the cleaning of the petroleum tanks. The tanks have to be cleaned out once a year and this morning was set for the cleaning of tank D. A couple of inches of water—which is mixed with oil at the bottom of the tank, was drained out, and, as is usual, a few inches were left in the tank. This, in the ordinary course, would be pumped into another tank, to allow tank D to be properly cleaned, after which it would be re-pumped into the original receptacle. However, the water which was drained, flowed down the drain-pipe on to the sea beach. Some of this refuse flowed under the sampans, which had straw fires burning under them at the time—the breaming process—and that caused the fire.

The draining of the tanks has been carried on since the petroleum installation was erected—and that is now several years ago—and no damage has resulted through it. It has only been lately that the sampans have taken to this beach to bream.

During the progress of the fire two small sampan boys had a narrow escape of being burnt to death. They were playing about the beach at the time and thought the fire to be "all in the game." How it happened no one could say, but suddenly it was seen that the fire had surrounded both boys, who were in terror of their lives. A couple of sampan-men, however, succeeded in getting them away safely.

After the fire, a most amusing spectacle was witnessed on the beach, amusing probably to those who obtained the lion's share, but not to the owner of the roasted sow. The roasted sow was soon spotted, and almost immediately over a dozen persons, with knives and baskets, made for the carcass and started carving portions of it for "chow." In no time was the spoil divided and a right merry time was anticipated by those who thus helped themselves to what would be considered a rare treat.

GERMS THAT BANISH DISEASE.

OPSONINS TO PLAY IMPORTANT PART IN MEDICAL SCIENCE.

No sooner is a discovery in medical science announced than a hundred busy brains are hard at work trying to apply it towards the alleviation of human suffering or the increase of human knowledge.

Opsonins—those mysterious organisms in the human body whose mission it is to help the white blood corpuscles to kill off and devour hostile micro-organisms that cause disease—have already fallen into their place in medical science, and, as was announced at the last meeting of governors of the London Hospital, an opsonin department is in full swing at that institution.

Where opsonins are present in strong numbers a disease germ stands a poor chance, for these bodies prepare it for assimilation by the guardian angels of the blood—the white corpuscles. Where the opsonins are weak the process of assimilation is slower or at a standstill, and the disease makes headway.

By microscopical examination it can be determined whether the patient's power of resistance to micro-organisms—i.e., richness in opsonins—is above or below the average. If below the average, serums made from dead bacteria of the same variety as those causing a disease are injected, with the result that the patient's own body is stimulated to manufacture the opsonins in which it is deficient.

Every disease having a definite bacillus which has been isolated and cultivated can be benefited in this way.

In the case of consumption the opsonin test should prove invaluable, and the results are said to be most encouraging.

THE FLOATING MINE DANGER.

C. N. STEAMER "NINGPO" STRIKES A MINE.

Shanghai was startled early this morning, says the *Mercury* of 7th inst., by the report that the C. N. steamer *Ningpo*, 1228 tons, Captain Eddy, had been blown up by a floating mine almost at their doors. The *Ningpo*, which has been on the Shanghai-Yokohama line, operated by Messrs. Butterfield and Swire for some time past, left here bound for Japan with a full cargo, on Thursday, the 5th inst. All went well until about 3.30 a.m. yesterday. When the ship was distant 130 miles, east of the Bell buoy, without any warning she collided with a floating mine, which exploded with a terrific report and tore, a frightful jagged hole on the vessel's bows, of about two feet in extent. The bows were swung out and the engines stopped and a hurried investigation made to ascertain the extent of the damage. The stem was badly twisted, while a number of plates on the port side were dented. Several plates on the starboard side were also bulged out. Temporary repairs were made with canvas etc., and the ship's head turned about and full speed made for Shanghai, where she arrived at 6.30 a.m. to-day and at once proceeded to her wharf on the Pootung side near Waigoo. As soon as her cargo is discharged the vessel will be docked for repairs. From an examination of the hole made by the floating danger it seems wonderful that no further damage was done. An oil slipper on the bow which goes below the water line, undoubtedly broke; one of the force of the explosion, while the water-tight compartment in the bows prevented the vessel from filling with water. The second officer, Mr. N. H. Leitch, was on the bridge at the time of the explosion and knew nothing until he saw the water trough high in the air and heard the sound of a deafening explosion. The ship was covered with spray from stem to stern, while pieces of the exploded mine, both steel and brass of all sizes, rained down on the deck, but fortunately not striking anybody. Captain Eddy, who rushed out of his cabin, on asking what had happened, was told that the ship had evidently struck a mine which supposition was soon verified when the gaping hole in the bows was seen. The look-out man said he was keeping a good look-out and the night was clear. He saw nothing till the water rose up like a waterspout and he added that the water that fell on him was quite hot. The following passengers were on board the ship at the time—Mr. and Mrs. Farrell, I.M. Customs, and child, and Mr. Rutwell. From one of the passengers we were able to learn that between 3.20 and 3.30 a.m. on the 6th inst. while all were asleep in their cabins they were awakened by a terrific roar, and violent pitching and heaving of the ship as if she were leaning over in a heavy sea. They all rushed out in their night clothes and made their way to the saloon, where everything seemed to be as usual. It was then learned that the vessel had struck a mine but had not been very seriously damaged, and that there was no danger in being apprehended. The officers were all at their places, crew cool and collected, and boats swung out in case of an emergency. Pieces of the mine were strewn all over the ship, and all the passengers gathered pieces of the internal machine as mementoes of their experience. Not a vessel was in sight when the accident happened. The place where the mine was encountered is about half way between Shanghai and Nagasaki and is right in the track of vessels trading between the two ports. The *Ningpo* is practically a new ship, and has only been on the coast for a couple of years. The following is her complement of officers: Captain Eddy; H. J. Hobbs, chief officer, and N. H. Leitch, second officer; T. Simpson, chief engineer, J. A. Craig, second engineer, and H. E. Bennett, third engineer.

COMMERCIAL.

10-DAY'S EXCHANGE.

Falling.

London—Bank T.T. 2 1/2

San Francisco—Bank T.T. 2 1/2

New York—Bank T.T. 2 1/2

Hongkong—Bank T.T. 2 1/2

Singapore—Bank T.T. 2 1/2

Batavia—Bank T.T. 2 1/2

Canton—Bank T.T. 2 1/2

Shanghai—Bank T.T. 2 1/2

Yokohama—Bank T.T. 2 1/2

Kobe—Bank T.T. 2 1/2

Osaka—Bank T.T. 2 1/2

Tokyo—Bank T.T. 2 1/2

Manila—Bank T.T. 2 1/2

Cebu—Bank T.T. 2 1/2

Iloilo—Bank T.T. 2 1/2

Zebu—Bank T.T. 2 1/2

Sourabaya—Bank T.T. 2 1/2

Semarang—Bank T.T. 2 1/2

Surabaya—Bank T.T. 2 1/2

Batavia—Bank T.T. 2 1/2

Canton—Bank T.T. 2 1/2

Shanghai—Bank T.T. 2 1/2

Yokohama—Bank T.T. 2 1/2

Kobe—Bank T.T. 2 1/2

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Iloilo—Bank T.T. 2 1/2

Zebu—Bank T.T. 2 1/2

Sourabaya—Bank T.T. 2 1/2

Semarang—Bank T.T. 2 1/2

Surabaya—Bank T.T. 2 1/2

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Iloilo—Bank T.T. 2 1/2

Zebu—Bank T.T. 2 1/2

Sourabaya—Bank T.T. 2 1/2

Semarang—Bank T.T. 2 1/2

Surabaya—Bank T.T. 2 1/2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"GHING WO"	23rd "
GLASGOW and LIVERPOOL	"ANTENOR"	30th "
GLASGOW and LIVERPOOL	"CYCLOPS"	6th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	13th "
GLASGOW and LIVERPOOL	"KINTUCK"	20th "

The S.S. "Laertes" left Singapore on the 7th inst., at noon, and is due here on the 12th.

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
GENOA, MARSEILLES & L'POOL	"FEUCER"	24th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	7th August.
GENOA, MARSEILLES & L'POOL	"TYDEUS"	14th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	21st "
GLASGOW and LIVERPOOL	"ALCINOUS"	28th "

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OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS.	"TELEMACHUS"	4th August.
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	11th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST.	"TYDEUS"	14th July.
	"ACHILLES"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SHANGHAI	STEAMERS	TO SAIL
MANILA	"LIANGCHOW"	14th "
CEBU and ILOILO	"TEAN"	17th "
	"KAIFONG"	18th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

Taking Cargo on through Bills of Lading, to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 14th July, at Noon.
RUHI	1540	R. Almond	"	SATURDAY, 21st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).Steamship "JOHN HARDIE" will be despatched as above, on
FRIDAY, the 13th instant, at Noon.

To be followed by

The Chartered Steamship
"PROMETHEUS,"
Captain Cornelissen, on or about TUESDAY,
the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.
Hongkong, 7th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 4th July, 1906.Dr. M. H. CHAN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS.	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS.	TO SAIL
SCHWARZBURG	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th August.
SILESIA	NAPLES, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Sept.
SCANDIA	NAPLES, HAVRE and HAMBURG. via SINGAPORE, PENANG AND COLOMBO	18th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAMBURG," s.s. "HOHENSTAUEN," s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

DAPHNE.....NAGASAKI AND WLADEVOSTOK {End of July,
Freight and Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.

SIEMSEN & CO.

Hongkong, 12th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	FRIDAY, 13th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 13th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 17th July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout, with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 12th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meizenthin	August 14th.
"ARAGONIA"	5,196	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"KANJU MARU,"
Captain —, will be despatched as above, on
FRIDAY, the 13th instant, at Noon.

To be followed by

The Chartered Steamship
"PROMETHEUS,"
Captain Cornelissen, on or about TUESDAY,
the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.
Hongkong, 7th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 4th July, 1906.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain St. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 3rd July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.
THE Steamship"DAKOTAH"
will be despatched for the above Ports, on or
about the 10th of August.For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 28th June, 1906.

Shipping—Steamer.

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.STEAMER FOR
KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad
Datu, Labuan, Jolo, Zamboanga and Menado.
THE Departure of the Steamship"BORNEO,"
Captain F. Sembill, (ready to load on Monday,
the 16th instant), will leave on TUESDAY,
the 17th instant, at Noon.For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 11th July, 1906.

Intimations.

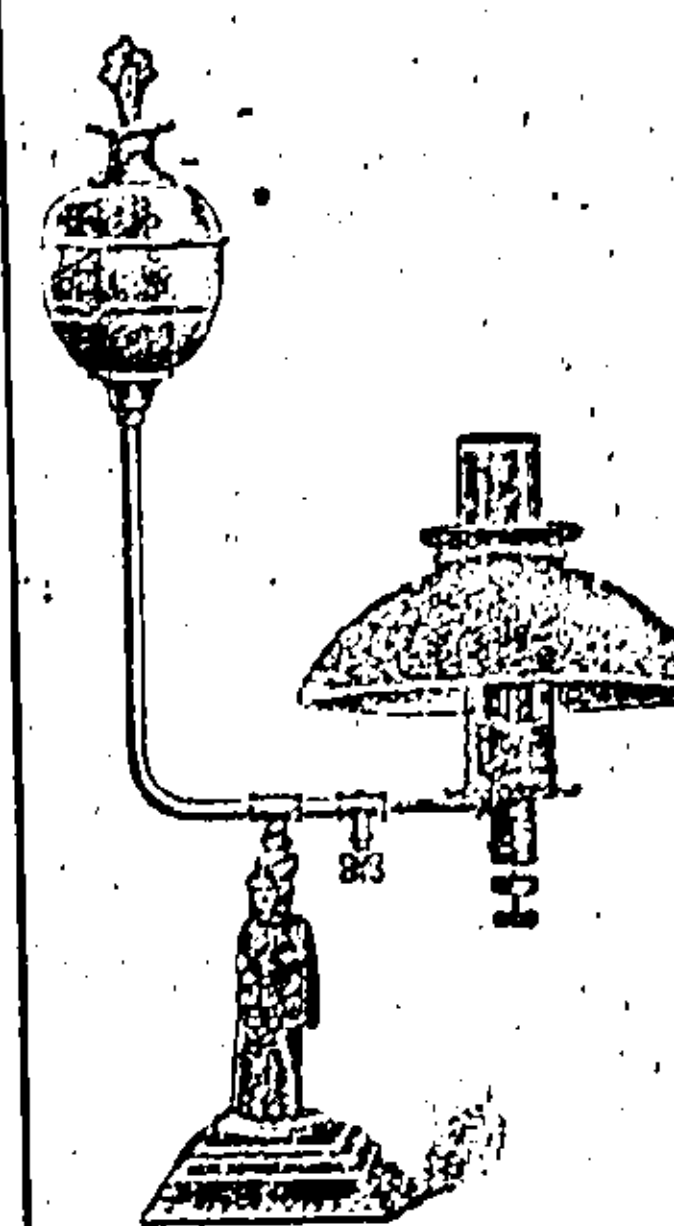
F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL CRE M
and
& O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fanny and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

For Sale.

FOR SALE.

WELSHBACH'S
IN-DOOR &
OUT-DOOR
4-LIGHT
GAS ARC
LAMPS,
DO. BOXED
LIGHTS,
DO. HARP
LAMPS,
DO. MAN-
TLES, CHIM-
NEYS, GLO-
BES, SHA-
DES, &c., &c.,
and INCAN-
DESCENT
GASOLINE
LAMPS of all
descriptions
from best
makers.
NAPHTHAOL
the best kind
for GASO-
LINE LAMPS
and GASO-
LINE EN-
GINES, kept
in stock.TAI KWONG CO.,
109, Des Voux Road Central.
Hongkong, 3rd July, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*.
From Australia, ex S.S. *Moldavia*.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 11th July, 1906.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "MORTLAKE,"
FROM SAMARANG, SOERABAYA, PAN-
ROEKAN AND CHERIBON.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th July, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods under-
delivered after the 17th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 24th
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th July, 1906.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Crimée* and *Malapan*, from
Havre ex s.s. *Malapan*, and from Bourdeaux
ex s.s. *Cambrai*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
MONDAY, the 16th July, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 16th July, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 16th July, at 3 P.M.No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 9th July, 1906.FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.THE H. A. L. Steamship
"SPEZIA,"
Captain Malchow, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th July, will be subject
to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th July, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 6th July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NUBIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH, AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."
Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 14th July, at
Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Arcturion*, 6,535 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Albatross*,
due in London on the 26th August, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.



The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 24th
July, at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. *Australien* bound for Mar-
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia, with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ARMAND BEHIC* ... 7th August.
S.S. *ERNEST SIMONS* ... 21st August.
S.S. *CALEDONNIEN* ... 4th September.
S.S. *POLYNESIE* ... 18th September.
S.S. *SALAZIE* ... 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th July, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALL.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

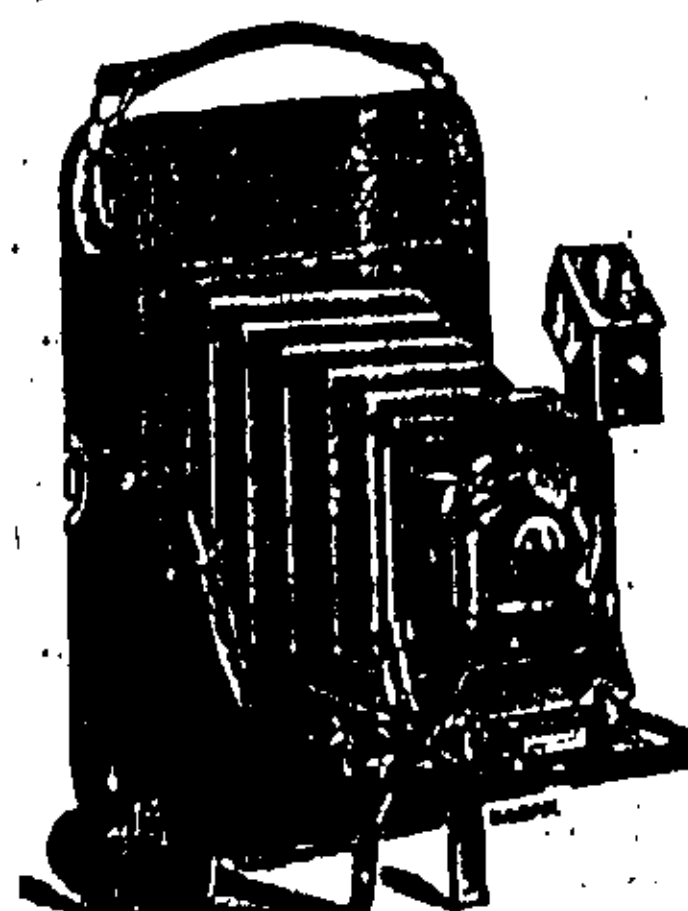
REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 11th May, 1907



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOREE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. REFERENCE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	1,000	1125	1125	£1,000,000 \$9,500,000 £250,000 \$1,250,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/09/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$8 1/2 buyers London £ 92.5/- \$47 cum call
National Bank of China, Limited	10,000	£7	£6	{ £1,000,000 \$1,478,955	\$74,099	\$2 (London 3/6) for 1905	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	{ £1,000,000 \$1,478,955	\$211,540	\$20 for 1904	5 1/2 %	\$34 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 \$1,478,955	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	£250	£100	{ £1,000,000 \$1,478,955	\$2,702,271	Interim div. of 13 1/2 for 19 1/2	4 1/2 %	\$8 1/2 buyers
Yangtze Insurance Association, Limited	10,000	£100	£60	{ £1,000,000 \$1,478,955	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	£100	£20	{ £1,000,000 \$1,478,955	\$344,048	\$6 for 1904	7 %	\$80 buyers
Hongkong Fire Insurance Company, Limited	10,000	£250	£50	{ £1,000,000 \$1,478,955	\$422,618	\$25 for 1904	8 %	\$31 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	{ £1,000,000 \$1,478,955	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$43 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£15	{ £1,000,000 \$1,478,955	\$24,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	£24 2	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$70 ex div. b.
Shanghai Tug and Lighter Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 21,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 1 1/2 making Tls. 3 1/2 for 1905	8 % 7 %	{ Tls. 62 sellers Tls. 14 buyers
Do. (Preference)	10,000	£1	£1	{ £1,000,000 \$1,478,955	£207,815	1/- (Coupon No. 6 for 1905	4 %	27/6 sales
"Hell" Transport and Trading Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$218	{ \$1.50 for year ending 30.1.1906 \$0.75	{ 5 % 3 1/2 %	{ \$30 \$21
"Star" Ferry Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	Tls. 32,977			
Taku Tug and Lighter Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 35,479	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	£100	£100	{ £1,000,000 \$1,478,955	\$40,914	Final of \$15 making \$25 for 1905	16 %	\$150 sellers
Luzon Sugar Refining Company, Limited	10,000	£100	£100	{ £1,000,000 \$1,478,955	\$123,588	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	{ £1,000,000 \$1,478,955	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 9.70 sellers
General Consolidated Mining Company, Limited	10,000	£1	£1	{ £1,000,000 \$1,478,955	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14
South Australian Gold Mining Company, Limited	10,000	£1	£1	{ £1,000,000 \$1,478,955	£8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	10,000	£25	£25	{ £1,000,000 \$1,478,955	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$105 1/2 buyers
Whampoa Dock and Wharf Company, Ltd.	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$150
New Amoy Dock Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 34,924	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110 ss. & b.
Shanghai and Hongkew Wharf Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sellers
Yangtze Wharf and Godown Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	10,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Hotel House Hotel Company, Limited (Shanghai)	10,000	£25	£25	{ £1,000,000 \$1,478,955	\$14,516	\$24 for year ended 30.6.1905	8 %	\$31 buyers
Central Stores, Limited	10,000	£15	£15	{ £1,000,000 \$1,478,955	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	10,000	£15	£15	{ £1,000,000 \$1,478,955	£4,719	7 % on \$7 1/2 for 1905	...	\$14 1/2 buyers
Do. (Founders')	10,000	£15	£15	{ £1,000,000 \$1,478,955	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$127 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ £1,000,000 \$1,478,955	\$67,830	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$112 1/2 buyers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ £1,000,000 \$1,478,955	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15
Hotel Metropole Company, Limited	10,000	£100	£100	{ £1,000,000 \$1,478,955	\$4,699	Final of \$6 making \$10	10 %	\$100
Imperial Estate & Finance Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$5,070	80 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,478,955	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 buyers
West Point Building Company, Limited	10,000	£50	£50	{ £1,000,000 \$1,478,955	\$772	Final of \$1.00 making \$3.65 for 1905	7 %	\$52
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	10,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	£10	£10	Tls. 30,000	\$33,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 61 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 71 buyers
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	10,000	£100	£100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 sales
Beils Asbestos Eastern Agency, Limited	10,000	£12 1/2	£12 1/2	{ £1,000,000 \$1,478,955	\$86	1/3 per share for 1905	6 1/2 %	\$7 ex div.
Campbell, Moore & Co., Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	10,000	£12	£12	{ £1,000,000 \$1,478,955	Nil.	\$1 for 1904	...	\$2 1/2 buyers
China Flour Mill Co., Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,478,955	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	10,000	£7 1/2	£7 1/2	{ £1,000,000 \$1,478,955	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$104 buyers
Green Island Cement Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$28 1/2 buyers
Hall & Holtz, Limited	10,000	£20	£20	{ £1,000,000 \$1,478,955	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 sellers
Hongkong Electric Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	10,000	£100	£100	{ £1,000,000 \$1,478,955	\$2,796	\$15 for year ending 30.1.1904	6 1/2 %	\$335
Hongkong Ice Company, Limited	10,000	£25	£25	{ £1,000,000 \$1,478,955	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$2,500	Final of 50 cents making \$1 for the year	11 1/2 %	\$9
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	10,000	Gs. 100	Gs. 100	{ £1,000,000 \$1,478,955	Tls. 547,501	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	10 %	Tls. 227 1/2
Philippine Company, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{ Tls. 31 final & Tls. 1 1/2 bonus making Tls. 11 1/2 1905	6 1/2 %	Tls. 132 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	10,000	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	10,000	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 147 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	10,000	£20	£20	{ £1,000,000 \$1,478,955	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 365 sellers
South China Morning Post, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	Dr. \$4,934	First year	...	Tls. 280 sellers
Steam Laundry Company, Limited	10,000	£5	£5	{ £1,000,000 \$1,478,955	\$1,134	None	...	\$20
Heintzen Waterworks Company, Limited	10,000	Tls. 100	Tls. 100	{ Tls. 15,095 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$551	{ 80 cents for year ended 31.5.1905 \$10.80	{ 9 % 11 %	{ \$180 \$180
Do. (Founders')	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Watson, (A. S.) & Co., Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2
William Powell, Limited	10,000	£10	£10	{ £1,000,000 \$1,478,955	\$4,500			